



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE

July 06, 2021

REPORT NO.

21-006-ZME

NAME OF REPORTING FACILITY

Memphis ATCT (MEM)

14. CHRONOLOGICAL SUMMARY OF FLIGHT
June 21, 2021

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1356 N333LZ calls Ground Control (GC) for taxi from Wilson Air parking to the active runway. GC provides N333LZ taxi clearance for Runway 18C (RWY 18C) via Alpha, Bravo. N333LZ responds "Alpha, Barvo to 18C".

1357 GC instructs N333LZ if they need a run up to call Local Control (LC) once complete. N333LZ responds "Roger that".

1358 N333LZ calls LC for departure stating "They will be ready at the end of RWY 18C". LC asks N333LZ to verify the transmission by asking "you say you are ready?". N333LZ responds "We are ready". LC instructs N333LZ to Line Up and Wait on RWY 18C. LC clears N333LZ for takeoff with a left turn heading 140 climb and maintain 3000. N333LZ readsback the takeoff instructions and begins his departure roll.

1400 LC switches N333LZ to departure.

No More Follows



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REPORT DATE

July 12, 2021

REPORT NO.

21-006-ZME

NAME OF REPORTING FACILITY

Memphis TRACON (M03)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

June 21, 2021

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- 1400 N333LZ checked on the Memphis TRACON Departure Radar East (DRV) position leaving 1400 for 3000.
- 1401 DRV advises N333LZ radar contact. DRV instructs N333LZ to climb and maintain 4000.
- 1402 DRV instructs N333LZ to turn left direct alpha victor lima. DRV coordinates with Memphis Center Sector 14 (ZME-HLI) requesting to issue N333LZ direct alpha victor lima climbing to 15,000. ZME-HLI approves this.
- 1403 N333LZ reports level at 4000. DRV advises higher in about ten miles.
- 1406 DRV climbs N333LZ to 15,000
- 1411 N333LZ advises DRV of an engine issue and request to divert to McKellar (MKL). DRV asks if they are declaring an emergency. N333LZ advises not an emergency. DRV request what that engine issue is. N333LZ advises a failed manifold pressure and the manifold pressure is jumping around all over the place. DRV asks about altitude requested enroute to MKL. N333LZ advises 5500. DRV clears N333LZ direct MKL airport maintain 5500.
- 1412 DRV coordinates a point out on N333LZ to Memphis TRACON Arrival Final position (ARF). DRV informs ARF that N333LZ is diverting to MKL at 5500 IFR not an emergency. N333LZ indicates the need to begin a descent to maintain airspeed. DRV issues descent at pilot's discretion. DRV coordinates a point out and information on N333LZ to ZME-HLI.
- 1413 DRV Issues N333LZ a pilot's discretion descent to 3000. DRV coordinates with Memphis Center Sector 07 (ZME-MKL) information on N333LZ. Information given is that N333LZ is having pressure issues with his engine, not declaring an emergency at this time, in a very slow pilot's discretion descent to 3000 to maintain airspeed direct MKL. ZME-HLI asks if it is just a pressurization issue but also his engine. DRV indicates the pilot said it was part of his engine, not engine failure. DRV issues ZME-MKL control of N333LZ.
- 1414 DRV issues MKL weather to N333LZ. DRV switches N333LZ to ZME-MKL frequency.



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REPORT DATE

July 19, 2021

REPORT NO.

21-006-ZME

NAME OF REPORTING FACILITY

Memphis ARTCC (ZME)

14. CHRONOLOGICAL SUMMARY OF FLIGHT
June 21, 2021

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
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- 1413 MEMPHIS TRACON (M03) COORDINATED WITH MEMPHIS ARTCC (ZME) MCKELLAR LOW (MKL R07) AND PADUCAH LOW (PAH R05) COMBINED POSITIONS FOR AN APPROVAL REQUEST REFERENCE N333LZ. M03 RELAYS THAT THE AIRCRAFT IS HAVING PRESSURE ISSUES, IS NOT DECLARING AN EMERGENCY AND IS IN A VERY SLOW PILOT DISCRETION (PD) DESCENT TO THREE THOUSAND (3,000) FEET, DIRECT MCKELLAR-SIPES REGIONAL AIRPORT (MKL). R07/05 VERIFIES THAT THE N333LZ HAS NOT DECLARED AN EMERGENCY. M03 CONFIRMS THIS, STATES N333LZ ADVISED THE ISSUE WAS PART OF HIS ENGINE AND RELAYS THAT N333LZ IS ALREADY POINTED OUT WITH HOLLY LOW SECTOR. R07/05 IS GIVEN CONTROL OF N333LZ.
- 1415 N333LZ CHECKS IN WITH R07/05, DESCENDING OUT OF THREE THOUSAND NINE HUNDRED (3,900) TO THREE THOUSAND (3,000) FEET, DIRECT MKL. R07/05 ISSUES THE ALTIMETER AND ASKS IF N333LZ HAS THE WEATHER AT MKL. N333LZ STATES HE RECEIVED THE WEATHER FROM M03 AND THAT THEY ARE HAVING ENGINE ISSUES. ADDITIONALLY, N333LZ ADVISES THE INTENTION OF GETTING INTO THE MAINTENANCE SHOP AND THAT MKL IS NOT THE ORIGINAL DESTINATION. N333LZ SAYS THE ORIGINAL DESTINATION WAS ASHEVILLE, NORTH CAROLINA. N333LZ REQUESTS RNAV RWY TWO ZERO APPROACH INTO MKL.
- 1417 N333LZ ADVISES R07/05 THAT THEY ARE HAVING TROUBLE MAINTAINING AIRSPEED AND REQUESTS A PD DESCENT TO THE GROUND SO THAT THEY MAY BALANCE AIRSPEED. R07/05 STATES THE LOWEST THEY CAN ISSUE IS TWO THOUSAND FIVE HUNDRED (2,500) FEET AND ASKS IF THE N333LZ WOULD LIKE TO DECLARE AN EMERGENCY. N333LZ RESPONDS IN THE NEGATIVE. R07/05 ISSUES PD DESCENT TO TWO THOUSAND FIVE HUNDRED (2,500). N333LZ ACKNOWLEDGES. R07/05 DECLARES AN EMERGENCY FOR N333LZ AND STATES POSITION OF MKL. N333LZ ADVISES THAT THEY THINK THEY CAN MAKE IT.
- 1418 N333LZ DECLARES AN EMERGENCY. R07/05 ACKNOWLEDGES AND INQUIRES IF THE N333LZ WOULD LIKE TO GO TO WILLIAM L. WHITEHURST FIELD (BOLIVAR) AIRPORT (M08) VERSUS MKL. N333LZ RESPONDS IN THE NEGATIVE AND CONTINUES TO MKL. R07/05 ASKS FOR THE NUMBER OF SOULS ON BOARD. N333LZ ADVISES THERE IS ONE SOUL ON BOARD.
- 1419 R07/05 CALLS MKL TOWER TO INBOUND AIRCRAFT WITH CALLSIGN AND POSITION. R07/05 RELAYS THAT THE AIRCRAFT IS AN EMERGENCY, STATES THE INTENTIONS AND SUGGESTS THEY MAY WANT TO OFFER A DIFFERENT RUNWAY DUE TO THE AIRCRAFT BEING UNABLE TO MAINTAIN AIRSPEED. MKL TOWER ACKNOWLEDGES.
- 1420 R07/05 ASKS IF N333LZ STILL WISHES TO CONDUCT THE FULL RNAV APPROACH. N333LZ RESPONDS IN THE NEGATIVE AND STATES THAT THEY THINK THE VISUAL WILL WORK AT ONE THOUSAND SEVEN HUNDRED (1,700) FEET. R07/05 STATES



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THAT IN FOUR (4) MINUTES, AN ALTITUDE OF TWO THOUSAND TWO HUNDRED (2,200) CAN BE ISSUED. N333LZ REPORTS THEY ARE AT TWO THOUSAND TWO HUNDRED AND FIGHTING ALTITUDE AND SPEED. N333LZ REPORTS AIRSPEED OF EIGHTY EIGHT (88) KNOTS.

1422 R07/05 ISSUES MVA OF TWO THOUSAND FIVE HUNDRED (2,500) AND STATES THEY SHOW AIRCRAFT GOING BELOW TWO THOUSAND ONE HUNDRED (2,100). N333LZ ADVISES THEY ARE DOING THE BEST THEY CAN AND THAT THEY ARE IN VISUAL CONDITIONS. R07/05 INQUIRES IF THEY THINK THEY WILL BE ABLE TO MAINTAIN ALTITUDE UNTIL THEY GET THE FIELD. N333LZ SAYS IT IS LOOKING GOOD FOR NOW. R07/05 GIVES POSITION OF MKL.

1423 R07/05 RELAYS ALTITUDE INDICATING ONE THOUSAND FOUR HUNDRED (1,400) FEET AND THAT THE MINIMUM VECTORING ALTITUDE (MVA) IN THE AREA TWO THOUSAND FIVE HUNDRED (2,500). N333LZ CONCURS. R07/05 ASKS N333LZ HOW MUCH FUEL IS ONBOARD. N333LZ RESPONDS WITH THREE AND A HALF HOURS THEN CORRECTS TO FOUR AND A HALF HOURS.

1424 R07/05 STATES THAT THEY SHOW N333LZ AT ONE THOUSAND ONE HUNDRED (1,100) FEET AND AGAIN GIVES THE POSITION OF MKL. R07/05 ASKS N333LZ IF THEY THINK THEY CAN MAKE IT. N333LZ STATES IT IS GOING TO BE CLOSE. R07/05 ASKS IF N333LZ IS ABLE TO MAINTAIN ALTITUDE AND ASKS N333LZ IF THEY SEE ANY ROADS ON THE GROUND THAT THEY CAN LAND ON. N333LZ STATES THEY ARE OVER A FOREST AREA AND RELAYS THAT THE PLAN IS TO FIND A ROAD. R07/05 ASKS N333LZ TO SAY ALTITUDE. N333LZ REPORTS AT EIGHT HUNDRED (800). R07/05 ASKS IF THERE IS A FIELD OR ANYTHING THEY CAN PUT IT DOWN IN. N333LZ RESPONDS IN THE NEGATIVE. R07/05 STATES FOR N333LZ TO TRY TO MAINTAIN ALTITUDE THE BEST THEY CAN. N333LZ RELAYS THAT IS WHAT THEY ARE DOING.

1425 N333LZ REPORTS ALTITUDE OF SEVEN HUNDRED TWENTY (720). R07/05 AGAIN ASKS IF THERE IS A FIELD NEARBY. N333LZ STATES THERE MAY BE ONE AT HIS ELEVEN O'CLOCK. R07/05 STATES IF THEY CAN, TRY TO PUT IT DOWN AS SAFE AS THEY CAN.

1426 RADAR CONTACT IS LOST. R07/05 STATES THIS AND INQUIRES N333LZ'S ALTITUDE. N333LZ REPORTS SIX HUNDRED FORTY (640). R07/05 ASKS POSITION FROM MKL AND N333LZ RESPONDS ELEVEN AND A HALF (11.5) MILES. R07/05 ASKS IF N333LZ INTENDS TO POP A CHUTE IF THEY CAN'T PUT IT DOWN IN A FIELD. N333LZ STATES THEY ARE TRYING FOR THE FIELD, THEY WILL BE REAL BUSY AND WILL GET BACK TO R07/05. R07/05 ASKS TO KEEP THEM ADVISED. NO FURTHER COMMUNICATION WAS RECEIVED FROM N333LZ.

1431 R07/05 ASKS BTQ732 (BOUTIQUE SEVEN THIRTY TWO) TO ATTEMPT CONTACT WITH N333LZ. BTQ732 COMPLIES. NO RESPONSE FROM N333LZ IS RECEIVED.



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1433 BTQ732 ATTEMPTS CONTACT WITH N333LZ ON MCKELLAR AIRPORT UNICOM FREQUENCY. NO RESPONSE IS RECEIVED FROM N333LZ.

1434 ZME OPERATIONS MANAGER IN CHARGE (OMIC) REPORTS ALNOT HAS BEEN ISSUED FOR N333LZ.

1436 R07/05 ATTEMPTS CONTACT WITH N333LZ ON GUARD FREQUENCY. NO RESPONSE IS RECEIVED FROM N333LZ. CONTROLLER DEBRIEFING BEGINS.

1438 JACKSON-MCKELLAR AIRPORT COORDINATES WITH R07/05 AND REPORTS THAT FIRE AND AMBULANCE ARE SEARCHING THE AREA. R07/05 PASSES LAST KNOWN LOCATION AND AIRCRAFT TYPE. ADDITIONALLY, OMIC CONTACTS MADISON COUNTY FIRE DEPARTMENT TO VERIFY THERE IS A SEARCH IN PROGRESS. MADISON COUNTY FIRE DEPARTMENT CONFIRMS AND RECEIVES LAST KNOWN LAT/LONG COORDINATES FROM OMIC.

1524 MADISON COUNTY SHERIFFS OFFICE RELAYS TO OMIC THAT THE AIRCRAFT (N333LZ) HAS BEEN LOCATED.

1537 MADISON COUNTY FIRE REPORTS THAT THE PILOT OF N333LZ IS DECEASED.

No More Follows